

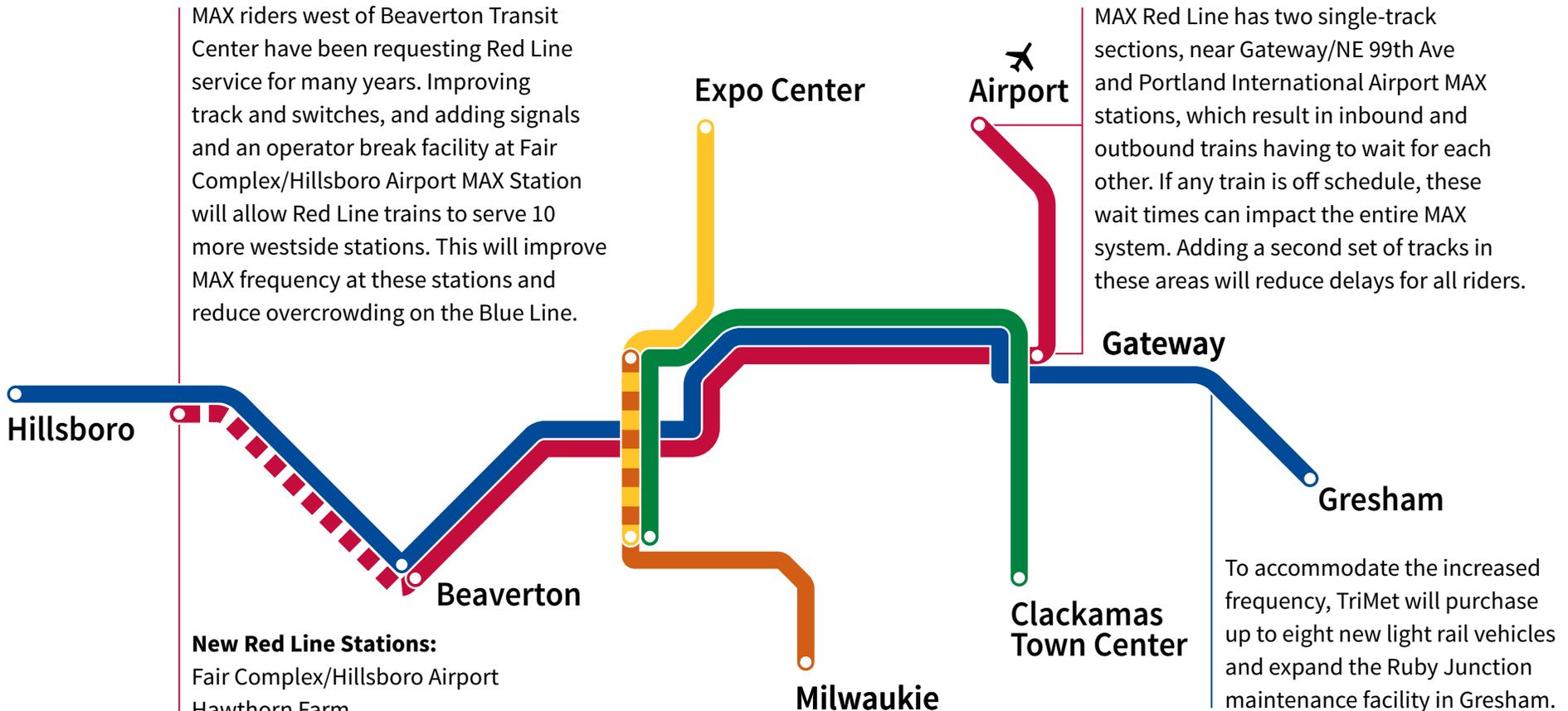
MAX Red Line Improvements Project



Improves on-time performance on all five MAX lines and extends MAX Red Line to 10 stations in Beaverton and Hillsboro

MAX riders west of Beaverton Transit Center have been requesting Red Line service for many years. Improving track and switches, and adding signals and an operator break facility at Fair Complex/Hillsboro Airport MAX Station will allow Red Line trains to serve 10 more westside stations. This will improve MAX frequency at these stations and reduce overcrowding on the Blue Line.

MAX Red Line has two single-track sections, near Gateway/NE 99th Ave and Portland International Airport MAX stations, which result in inbound and outbound trains having to wait for each other. If any train is off schedule, these wait times can impact the entire MAX system. Adding a second set of tracks in these areas will reduce delays for all riders.



New Red Line Stations:

- Fair Complex/Hillsboro Airport
- Hawthorn Farm
- Orenco
- Quatama
- Willow Creek/SW 185th Transit Center
- Elmonica/SW 170th
- Merlo/SW 158th
- Beaverton Creek
- Millikan Way
- Beaverton Central

To accommodate the increased frequency, TriMet will purchase up to eight new light rail vehicles and expand the Ruby Junction maintenance facility in Gresham.

Estimated Timeline

Design 2017-2020	Construction 2021-2022	Opening 2023
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Preliminary Estimated Budget

Approximately \$200 million, with 50 percent Federal funding to be requested.

Conceptual Design for Second Track at Gateway

After studying multiple concepts in coordination with jurisdictional partners, TriMet is exploring a design that adds a second track on a new structure north of Gateway Transit Center. The new track would serve Red Line trains heading to downtown Portland, Beaverton and Hillsboro. Trains heading to Portland International Airport would continue to use the existing track.

The new track would span over the existing Red Line track and the I-205 multiuse path, touch the south tip of Gateway Green Park, extend under the Halsey Street viaduct, and span over the Union Pacific Railroad tracks and I-84 before reaching the ground at a new station immediately west of

the Providence Gateway parking lot. This new station would serve inbound Red Line trains only, and would be connected to the rest of Gateway Transit Center with an accessible pathway.

Of the options considered, this concept is the most cost-effective, provides a faster travel time for inbound MAX riders, has the smallest footprint and can provide the most potential benefit to Gateway Green Park. The new structure would be wide enough to provide access to the park for emergency vehicles, and designers are exploring options for an accessible multiuse path.



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